



BICYCLE ACTION GROUP [McBAG]

Sponsored by

Montgomery County Department of Public Works and Transportation
Division of Capital Development

All are Welcome ! Bring your bicycles up to the meeting room.

Thursday, January 19, 2006

6:30 – 8:30 P.M.

Executive Office Building (EOB) 10th Floor Conference Room
101 Monroe Street, Rockville, Maryland

The public entrance is the cafeteria door facing East Jefferson Street after 6:00 PM.

We are a two block walk from the Rockville Metro. Free car parking is available in the Jury surface parking lot at the corner of E. Jefferson Street and Monroe Street at the Stella Warner (County Council) building garage (free in evenings). Pay car parking is available at the Regal Theater lot, the garages on Monroe Street, as well as at the parking meters along the city streets.

AGENDA

Introductions	6:30 – 6:40
Budget and Process	6:40 – 7:30
• Recommended FY 07-12 Capital and Operating	
2006 Advocacy Priorities (See below).....	7:30 – 8:15
Project Updates and Announcements	8:15 – 8:30
• WMATA Guidelines for Station Site and Access Planning (see below)	
Adjourn.....	8:30

Next meeting date: February 16th, 2006

Please inform me if you have future agenda items, contact Gail Tait-Nouri at (240) 777-7243

Email address: Gail.Nouri@montgomerycountymd.gov

Notes and announcements:

- **2006 Advocacy Priorities:** Some ideas are: Projects (Top Ten List) and Policies. Jack Cochrane of MOBIKE wrote:

Here are the projects and initiatives that I've identified as possible advocacy priorities for 2006. These are not so much priorities for DPWT as priorities for our own advocacy efforts, for just the next calendar year.

Obviously we can't do all of this. I've marked the items identified in our budget priorities letter to Doug Duncan with an asterisk.

Follow-up on existing projects:

- MacArthur Blvd. improvements*
- Norfolk Avenue angle back-in parking and possibly sharrows
- Goshen Road widening

Potential new projects (on-road):

- Seven Locks Road – Provide on-road bike space north of Montrose Road*
- Wootton Parkway (Rockville) – Provide on-road bike space
- Nicholson Lane/Parklawn Drive/Twinbrook Parkway - Bike lanes or shoulders*
- Executive Blvd/East Jefferson St. – Create and demarcate on-road bike space
- Nebel St/Chapman Road – Improve corridor
- Jones Mill Road – More width*
- Woodmont Avenue – Make into a two-way street with bike lanes from Old Georgetown Road to Hampden Lane*
- Bonifant/Good Hope/Briggs Chaney Road – Shoulders or bike lanes from Bel Pre Road to US 29*
- Shady Grove Road - Bike lanes through business area*
- Needwood Road – Provide on-road bike space between Rock Creek Park and Shady Grove Metro*

Trails:

- U.S. 29 Commuter Bikeway and related paths*
- Bethesda Trolley Trail*
- Matthew Henson Trail
- ICC Trail
- Muddy Branch Trail
- Repair the Georgetown Branch Trail east of Rock Creek Trestle*
- Metropolitan Branch Trail (bike bridge over Georgia Ave, tunnel beneath East-West Highway, direct connection to the CCT at the Silver Spring Transit Center)*
- Falls Road bike path

Policies:

- Request policy change to allow narrower lane width (10' or 11')

State level:

- Improve SHA communications with cyclists
- Have SHA appoint a District 3 bike/ped coordinator
- Legislation

Other:

- Fight for bigger budget, including:
 - DPWT bikeway program budget (to \$1,000,000 per MCBAG goals and letter to Duncan)*
 - Increase DPWT and MNCPPC maintenance budget to \$250,000 (for sweeping, snow removal, and repairs to trails, bike lanes and shoulders)*
- Increase staffing at Park & Planning (to 3/4 or full person) and DPWT (to more than 1 person)*
- Revise Top 10 List to focus on corridors rather than individual projects
- Identify countywide named or numbered bike routes
- Improve signage and signage funding*
- **Capital Budget Public Hearings** have been scheduled by the County Council for Feb. 7, 8 & 9 at 7p.m.

- **Bethesda projects** (Norfolk Ave. and Woodmont/Bethesda intersection) are going to be reviewed by the County Council tentatively on January 31st. No time has been assigned.

- **Public hearing link on upcoming sidewalk projects** (Jan. 26):

<http://www.montgomerycountymd.gov/apps/dpwtnews/press/DisplayInfo.cfm?ItemID=970>

- **DPWT Calendar Link** (Has upcoming public meetings on projects):

<http://www.montgomerycountymd.gov/scripts/we4.0/webevent.pl?cmd=openca&cal=cal18&>

- **Maryland Bicycle and Pedestrian Symposium**

--- In MontgomeryBike@yahoogroups.com, "Jim Hudnall" wrote:

The 2006 Maryland Bicycle and Pedestrian Symposium will be in Annapolis on Wednesday, February 8.

This is this 9th year that bike-ped advocates will be in Annapolis to talk bike-ped issues. Bike-ped organizations are encouraged to have displays in the President's Conference Center of the Miller Senate Office building from 8:30 am to 4:00 pm. This is a terrific opportunity for bike-ped planners and advocates to share information with each other and with legislators on what is being done to make Maryland a better place for bicyclists and pedestrians.

One Less Car is working on several pieces of legislation to improve conditions for bicycling. Your support is needed in educating legislators as to the need and benefit. Plan on coming to the bike-ped symposium, learning about proposed legislation, and talking with your senator and delegates.

The Symposium is free and open to the public. For more information, visit www.ohbike.org/symposium and www.OneLessCar.org. You can register for the Symposium at www.ohbike.org/symposium#registration.

- **WMATA Guidelines for Station Site and Access Planning**

Bill Michie wrote:

(Bill is now a Potomac Pedalers representative as well as MCBAG and Rockville BAC member).

Other WMATA policies that I particularly noticed from a scanning of the guideline document are:

- (1) Two curb ramps per corner should be provided at intersections (page 2-7).
- (2) Curb cuts at street crossing for multi-use pathways should be the full width of the pathway (page 2-7).
- (3) Medians should be used to provide a refuge island for pedestrians on

any street wider than four lanes (page 2-7).

(4) Bicycle parking areas should be designed so that bicyclists can ride all the way to the area of bicycle parking before dismounting (page 2-9).

(5) Provide cover over bicycle racks with a canopy or under structure (page 2-9).

(6) Direct and safe approaches for pedestrians should be provided from all adjacent streets into the station area. . . . The preferred coefficient of directness for any pedestrian path is 1.2 or less (page 2.6).

(7) Create continuous pedestrian connections that discourage circuitous pedestrian routes between the station entrance and other pedestrian destinations, both within the Transit-Oriented Development (TOD) and between the TOD area and surrounding neighborhoods (page 3-5).

I was surprised to learn that Metro estimates that in 2005 nearly as many people boarded Metrorail by walking to the Rockville, Twinbrook and White Flint stations as people who drove cars and parked at the stations. The figures are:

(1) Rockville: 1,040 riders by walking to the station vs. 1,460 riders by driving and parking. Also 1,230 reached the station by bus and connecting rail and 630 riders reached the Rockville station by drop-offs (page C-3).

(2) Twinbrook: 1,700 by walking vs. 1,870 by driving and parking; 630 by bus and 440 by drop-off.

(3) White Flint: 1,380 by walking vs. 1,450 by driving and parking; 550 by bus and 320 by drop-off.

Scott Peterson said that if anything, WMATA's estimate of riders who walked to the stations was low because of the substantial apartment and condominium development that has occurred in the area since WMATA's last mode-of-boarding survey that was conducted in 2002. Thus, the number of riders who walk to the stations most likely increased more than the number of riders who drove to the stations. The above 2005 estimates were derived by multiplying the 2002 mode-of-boarding ratios to the 2005 daily Metrorail ridership statistics.

Eric Gilliland, WABA's executive director, requested from Scott Peterson that future WMATA mode-of-boarding surveys determine the number of Metrorail riders who arrive at stations by bicycling.